

The **FLASH**

MARCH 2017 | ISSUE 468

AUSTRALIA'S AUSTIN-HEALEY 6000



OFFICIAL PUBLICATION OF THE AUSTIN HEALEY SPORTS & TOURING CLUB

March • 2017

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THE FLASH

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ON THE COVER

**AUSTIN HEALEY 6000
OVER THE BLUE
MOUNTAIN REGION
AUSTRALIA**



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What's In The Flash

Steve Jekogian

What a great event the Philadelphia Best of Britain Show at the Simeone Car Museum in Philadelphia. AHSTC was one of the sponsors of the show. Check out the regional articles that really cover the event and what happened there.

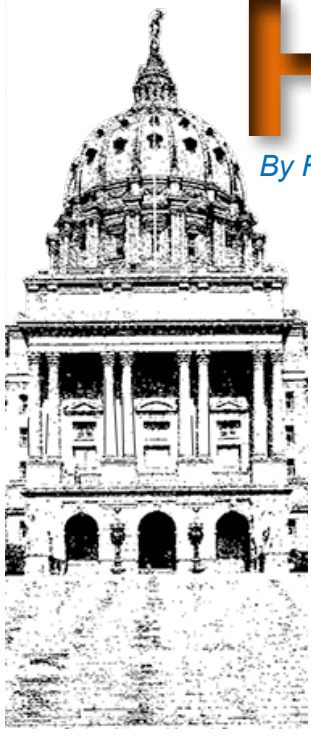
How did you do in the quiz about terminology? The results are in this issue so go back to the February issue and look at the quiz then check the results. I actually got a paper copy from the Harrisburg region and they did real good.

Do you have a quiz you want me to put in the Flash? Send them in.

Encounter 2017 in Princeton is moving along and remember RESERVE YOUR ROOM NOW AND SEND IN THE REGISTRATION FORM NOW to get the really low low low rate of \$40.00 registration. The last time registration was that low we all had hair of a different color, or hair, and we could get in and out of our cars a lot easier. So fill out the registration and send it in.

Wednesday night is the "Starting Line" of Encounter and will be "Dine around" in Princeton. The town of Princeton is very pretty and surrounded by one of the oldest colleges in the country. Special private parking has been secured for the Healeys right in the center of town where it is an easy stroll to all the restaurants. A list of restaurants and ice cream stands will be in future Flash's. So plan on dinner Wednesday August 9. Then get ready for the rally that starts Thursday morning. Hint, hint the rally goes right through Princeton, so pay attention to "clues" when at dinner.





HARRISBURG REGION

By Fred Bennett

Frostbite Rally 2017



On Sunday morning, February 19th, seven cars and fifteen hardy souls from the Harrisburg Region met for a Frostbite Rally. The temperature at rally time was a bone-chilling 62 degrees under partly sunny skies! Nevertheless, we soldiered on, determined to brave the elements. Due to extreme peer pressure, every single Healey completed the rally with its top down. This is the very definition of “gnarly.”

The drive, which covered a little over 27 miles and lasted an hour, took the participants through scenic parts of eastern Dauphin County. It began near Indiantown Gap and crisscrossed Route 443 through rolling hills, and even a golf course (You should have seen the looks on the golfers faces as we rumbled past the first tee!), ending at the Susquehanna River near Rockville Bridge. We all enjoyed lunch on the glass-enclosed deck of the Boro Bar & Grill restaurant with a stunning view of the River. As the afternoon temperatures rose above 70 degrees, the restaurant staff opened up the windows and doors, allowing us to dine al fresco in the middle of February!

All involved in the rally bravely declared that we should do this again next winter, although we’re pretty sure we won’t be able to count on another 70 degree day. Commenting on the unusually benign weather, Dave Hooper was heard to say, “‘Frostbite’ rally? This is more of a ‘Sunburn’ rally!”



FEBRUARY MEETING



The February meeting was held at the Hillside Café on Tuesday the 21st. Eleven members were there to discuss the upcoming Spring Drive and the Carlisle Show.

Fred and Donna Sherk will be running the Spring Drive. It is scheduled for April 29th. Participants will meet at the AACA Museum in Hershey at 10 AM. The drive will end at the Brickerville Inn, where we will have lunch and be able to shop. Joe will be sending an email with additional details later.

The Carlisle Import and Performance Nationals show, always a club favorite, is coming up on May 19th – 21st. Register by April 17th and save \$4.00! Also, by pre-registering 25 participants we can guarantee that we will get a free tent the following year, but you have to make sure you credit the club for that to happen. The club sponsors a pot-luck lunch at noon on the 20th. Bring a covered dish or dessert to share. It's also a good idea to bring a folding chair. As usual, we have been given two complimentary flea market spaces to use, so bring those "gently used" parts that have been cluttering up your garage. Remember: One man's trash is another man's treasure.

The meeting concluded with everyone trying to identify the correct American and UK names of the parts pictured in the February Flash. Our next meeting will be on Tuesday, March 21st. Joe will email the agenda later. Until then,
"Think Spring!"



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PHILADELPHIA

REGION



Every February there are a few spring-like days, and we are now enjoying this phenomenon. In the next few days temperatures are predicted to be in the seventies, enticing us to open the garage door and take the Healeys out for a ride.

On February 4th, Dave Siwa, Leo Kob, and I went to 3 Dog Garage in Boyertown for an open house tour of the facility. On display were many race cars of yesteryear. There were Mustangs and road racing cars, and tucked into a corner was an Aston-Martin DB5. We also saw paraphernalia from old gas stations, making us reminisce of past times.

On February 5th, we held a tech session at the home of member Terry McNelis in Lansdale. About ten members proceeded to drain Terry's radiator, then remove it for re-coring, remove the thermostat and water pump, and finally, the distributor. The radiator and distributor were sent out to be repaired. Once these parts are returned, we will conduct another tech session to reassemble Terry's BJ8.

Our monthly meeting was well attended at the Metropolitan restaurant. After a good dinner and a round of drinks,

we got down to the business of the meeting, which included guests Derek Jones and his father, Howard. Derek is now the factory driver for BMW's Minis, and had a very successful season last year of racing. He has already begun this year with his Mini, beating many cars at Daytona. He showed various photos of his track adventures of last year. His two-year-old son has a mini-Mini that he rides outside around the house. We wish Derek luck this year in his racing endeavors. He also showed a photo wherein the family's company, Atelier, installed an extremely large painting at the new Museum of the Revolution, which is to open April 19th.

We then discussed the possibility



of establishing a mentor program to help new members learn the ins and outs and benefits of club membership. This would encourage present members with similar cars to act as mentors to prospective and new members. Members would call on them, to remind them of meetings and tech sessions and other events of the club.

We are in the process of composing a local vendor list for members so they can locate parts and services as needed. It will not be a recommendation list, but only a guide to what is available. If you have any suggestions for this list, please let me know. We are also trying to compile a list of special tools owned by members that they would be willing to bring to tech sessions.

To give you a idea of a special tool, I have an Anco windshield wiper removal tool, which is not a common tool.

This year, we plan to start a new membership drive. Any and all methods that you can think of to accomplish this should be used. To give an example of this, I contacted someone listed on bulletin board asking questions about a Sprite. He responded immediately, and after a brief conversation, has decided to join the club.



Brandywine

REGION

I am writing this article during the warmest period in February that I can remember. This weather has provided an opportunity for some early yard work and also for getting the Healey out for some exercise around the neighborhood.

We had two events scheduled for February, and indeed several members were able to attend one or both of them. The first of these was a tour of the 3 Dog Garage motoring museum in Boyertown, PA on Saturday February 4th. The Brandywine Motor Sport Club had organized this tour and had invited other clubs to join them. The following report is from Chuck Ott.

Several AHSTC members from the Brandywine (Chuck Ott, Dave Ehret, Pete Roberts) and Philadelphia regions visited the 3 Dog Garage in Boyertown. This is a private collection able to be viewed by appointment only, and it was open to selected car clubs for the day. They did have one British car, an Aston Martin DB6, and two Shelby Cobras, which are sort of British. The collection was mostly Ford, with a large assortment of Model A hot rods, and a stable of Mustang race cars that they actually take out and race regularly. The collection includes a hot rod seen on the Ozzie and Harriet show, driven by Ricky Nelson. The garage includes a fully equipped restoration shop, and a display of a 1960s service station office that looks like you just entered 1964. It is quite the impressive place. Dave Ehret supplied the attached photos of the 3 Dog Garage.

Saturday, February 25th was the Best of Britain Show at the Simeone Car Museum in Philadelphia. AHSTC was one of the sponsors of the show,





so admission was free for members. Brandywine members attending were Nigel Smart; Ernie and Joan Leser; Tom Jaagus; Jeff and Lisa Lanno; Dave Ehret and Chuck Ott.

The featured marque was AC (Auto Carrier). The museum managed to accumulate from private owners and their own cars about 25 AC cars. These covered the entire production history of the AC brand, from the earliest 10 HP model (1913) through the last made model 3000 ME (1985). This was the largest concentration of these cars in the western hemisphere. A very knowledgeable tour guide (an AC owner) explained the history and importance of each of the AC models displayed.

Dr. Simeone and members of his staff then gave a motoring demonstration of four significant British sport cars that he had previously given their historical background. He also had discussed a beautiful Austin Healey 100S on display and the influence of Gerry Coker its designer. We had a great day at the Simeone! Several photos from the tour are attached.

March's event will be the ever popular "Pizza at Pete's". This is on Saturday, March 18th at 1pm at Pete Robert's residence, 21 Waterview St., Downingtown, PA. RSVP to Pete by March 11th (610-458-5412). Come on out and enjoy great pizza and brew and your Healey friends!

FUTURE EVENTS

April, Sunday 23rd. Covered Bridge Tour. Mike Jennings is coordinator.
May, Saturday 6th. Lewes British Car Show. Contact is Mike Tyler (302-645-7572).





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Long Island REGION



This has certainly been an unusual late February, more like April or May. Hopefully, some of you were able to fire up your Healeys and take a ride. The problem here where I am is the lingering salt on the roads. Tonight we had a drenching rain so that might help.


In early February, I received a call from a fellow wanting advice concerning a BJ8 he was interested in buying. It was far enough away that I felt unable to go with him to see it but I asked him to send me some photos of the car. By the time he sent the photos, he had already decided against the car. When he arrived at the owner's garage, an offer of \$40,000 was already on the table and, while he was there, it climbed to \$50,000. The car looked all right from 10 to 15 feet away but, on closer inspection, the right door was unable to close, bubbles were evident in the top of the rear fender by the door opening, and a thick layer of Bondo covered the bottom of the fender dog leg





area. A great deal of tin worm activity in this car! I wondered whether these supposed offers were to fool the unwary into making an offer.

Susan and I traveled to Florida this month to do some visiting and to soak up the Florida sunshine. We spent some time with Urbie Green who worked with Joe Curto before escaping to Sarasota. He had an interesting and rare Jaguar sports car in his garage, a Kougar Jaguar. The Kougar was a mid 1970's sports car constructed with power trains from Jaguar donor sedans, installed in a tube frame clothed in fiberglass body parts reminiscent of the Healey Silverstone and pre-war Frazer Nash sports cars. Some 375 were built. The company is still in business and parts are available.

Carl Mickle called me from Florida about his steering box. It seems his mechanic replaced the tie rods and the idler arm but Carl felt the play in the steering wheel was still unacceptable. His mechanic had suggested replacing the steering box. I thought a new steering box would be expensive and suggested trying to adjust the old one. This involves adjusting the endplay of the steering worm, by removing shims, and then adjusting what is called the rocker shaft, which carries the peg, which rides in the worm, with the adjusting screw on the top of the box. (That sounds like The House that Jack Built.) First check that there is actually lubricant in the box by trying to add some. If all that fails, then you're into removing the box and trying to rebuild it. That would entail changing the bushing that the rocker shaft rides in, and replacing the rocker shaft or the worm, if necessary. This gets expensive, too. So I checked prices. A new box is \$3200 from Moss, and involves some serious labor in removing the old one and installing the new one. I was more correct than I knew. At that price for just the part, it would pay to do some assessment and adjusting of the old box first. Good luck, Carl. I have rebuilt my box twice in the 46 years I've owned the car. The last time I replaced the worm and the peg, besides the bushing. That alone was \$500 or \$600. It was a long time ago and the labor was all mine and a close friend's. Owning an old car doesn't come cheap! 





Someone once said that days like these past few days are “bonus days”; middle of February and the temps in the 50s, and 60s, with an occasional 70. And we’re talking in the north east of the good old U. S. of A.! It’s times like these past few days that I’m glad that I don’t button up my Sprite and store her for the winter! I’ve had her out at least half a dozen times during the past three weeks or so, and gone through three tanks of petrol (the last two fill ups, I’ve even treated her to mid-grade; there are still a couple of stations around here that still sell that stuff).

Be that as it may, the North Jersey Region of the Austin-Healey Sports & Touring Club (AHSTC) gathered once again at Charlie Brown’s in Chatham, NJ (522 Southern Boulevard) on the 7th of February for our monthly club meeting. Members attending included Bob & Julie Jankowitz, Rudy Hyzer, Steve & Ann Feld, Ralph Scarfogliero, Tom Mulligan, Rich Ippoliti, Art Herkomer, Frank Muratore, Larry Gersten, Ian & Sue Kessen, Ernie Marateo, Bob Pense, Allen Rosenberg, Steve Jekogian, and George Crombie. By all accounts, a very impressive turn-out! Thank you, everyone. Frank is a new member, and recently purchased a 1966 BJ8. Welcome aboard, Frank!

Topics discussed included the up-coming 40th CONSECUTIVE ENCOUNTER this August (9th -12th) in Princeton, NJ; the Red Mill British Car Day on June 4th in Clinton, NJ; Fall Fest, tentatively scheduled for this September (the powers that be are searching for a viable location...); and numerous other events to fill up our calendar with a great selection of tours, tech sessions, car shows, meetings, and just “let’s just get together!” dates. A few of us were talking about driving down to Petersburg, VA in early June to attend Moss Motor’s Motorfest (Saturday, June 3rd), and the induction of Donald Mitchell Healey into the British Sports Car Hall of Fame (Friday evening, June 2nd). A number of us are also talking about driving out to Carlisle, PA for this year’s Imports event over the May 19 - 21 weekend. Rich brought in (and sold!) a number of used valve covers to generate interest, spark enthusiasm, and entice those attending into joining the ranks of VCR race fans. Steve Jekogian brought in a few boxes of left-over regalia from years gone by with great deals to be had. Steve is a great salesman; who can say “NO!” to him and sleep with a clear conscience?

Saturday, February 25th, Richard Ippoliti will be hosting (as I am writing this, that would be

tomorrow - details will follow...) a Valve Cover Racer “build ‘em and race ‘em!” tech session at the Ippoliti’s home in Califon, NJ. Pardon me while I take a break from hunting & pecking on this old keyboard, and head on out there...

What a gorgeous day Saturday turned out to be!! Seven “gentlemen racers” joined Richard at his home in Califon, NJ to test out the VCR racetrack he built in preparation for the VCR Race Event to be held at Encounter #40 in August of 2017. Attending were Richard Ippoliti, Steve Feld, Tom Mulligan, Rudy Hyzer, Ernie Marateo, Ernie’s friend Don, Paul Olson, and George Crombie. Everybody that showed up brought their own VCRs, so we saved a bit of time in the building process, allowing us more time to test out the track and perform some needed fine-tuning on the racecars (like in correcting a tendency to pull to the right or left...) and rotate the tires before wrapping things up so we could head off to the local brewery/pub for a post-race pint or so. Rudy brought a period scale to make sure all of our creations were “legal”. It was surprising to see the various weights recorded. Rudy and Paul had to leave for other commitments as the rest of us headed off to Long Valley Pub and Brewery for lunch. These weekend race sessions bring on a hunger and thirst you wouldn’t believe!



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A classic silver and red sports car, likely an Alfa Romeo, is shown in a circular frame. The car has a distinctive grille and round headlights. The background of the frame is a dark, textured surface.

Meanwhile, stay tuned for the latest in up-coming Regional events...

MARCH 15th: (Wednesday) Monthly Club Meeting @ Charlie Brown's in Chatham, NJ (7:00 PM)

MARCH ?? Tech Session (Time, place, and topic to be determined).

APRIL 18th: (Tuesday) Monthly Club Meeting @ Charlie Brown's in Chatham, NJ (7:00 PM)

APRIL 29th: (Saturday) Spring Tune-up @ the Felds' in Morristown, NJ

MAY 6th: (Saturday) Britfest @ Horseshoe Lake Park, Succasunna, NJ

MAY 13th: (Saturday) Spring Tour to Princeton, NJ

MAY 16th: (Tuesday) Monthly Club Meeting @ Charlie Brown's in Chatham, NJ (7:00 PM)

MAY 19-21 (Fri-Sun) Carlisle Import Show @ Carlisle (PA) Fairgrounds

MAY 27th – JUNE 4th: British Car Week – Drive your LBC as much as possible this week!!



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Celebrating the 40th Encounter

Austin-Healey Sports & Touring Club
North Jersey Region

Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

ENCOUNTER 40...THE 40TH CONSECUTIVE ENCOUNTER EVENT

Just think that in August 2017, AHSTC will celebrate the 40th consecutive Encounter event. Who thought the AHSTC car event that all members look forward to annually, would be around this long.

This year the North Jersey region will host the Encounter event in Princeton, New Jersey, at the beautiful Westin Hotel and Conference Center in Forrestal Village. It is as centrally located in NJ as you can get with easy access from New England and Canada, Pennsylvania, Capital area, and other Healey points west and south.

The four day event will run August 9-12 so be there Wednesday night for some fun, comradery, and getting prepared for the Thursday morning Road Rallye.

The preliminary event schedule is as follows with many more exciting events & details to follow in *The Flash* each month.

Thursday Aug 10

- Rallye starting at 9:30. The rallye will end at the Grounds For Sculpture for a relaxing break, bathrooms, lunch and, if you are interested...a tour. This place is "one of a kind". Check it out at www.groundsforsculpture.org
- Tech sessions
- Afternoon tour to Hopewell Valley Winery for tastings inside and out plus optional dinner, www.hopewellvalleyvineyards.com

Friday Aug 11

- Gymkhana 9-12 (run for you and your region)
- Self-tour at Grounds For Sculpture
- Ultimate Tech Session- Princeton University Plasma Physics Lab tour 1-3, www.pppl.gov
- Funkhana 4-6
- Individual Car Photo shoot
- BBQ and Awards 6-8
- Charity Auction 8-11

Saturday Aug 12

- Kiddykhana
- Concours Judging
- Popular Car Show 11-3
- Valve Cover Races 12-2
- English Tea 2-3
- Panoramic Photo 3-4
- Cocktail Reception 6-7
- Awards Banquet 7-10

Pre-Registration Special 40th anniversary price: \$40 (Like it was in the early 80s)

Save the Date and Register Now...You can't afford not to be there!!!

For info contact Steve Jekogian @ Stevejekogian1@gmail.com, 201-213-8217, or

AllenRosenberg@bigalnj@aol.com, 732-742-4642.



Austin-Healey Sports & Touring Club
North Jersey Region

Encounter 2017

August 9 - 12, 2017 in Princeton, NJ

(www.AHSTC.org)

Celebrating the 40th Encounter

Last Name First Name Spouse/Guest

Street Apt.#

City State Zip

Phone - Home Cell Is this your 1st Encounter? (Y/N)

Attending Children's Names & Ages

Region/Club Affiliation E-Mail Address

Car(s) You Are Bringing to the Event:

1. Model Year 2. Model Year 3. Model Year

Registration Instructions

- 1. Complete registration form
2. Make check payable to "AHSTC Encounter"
3. Enclose both in an envelope and mail to:
Encounter Registration
c/o Andy Smith
1 Cherry Tree Lane
Chester, NJ 07930
(908) 879-1740 or encounter17@earhlink.net

Registration Fee Includes:

- One show car, 2 adults, and children (under 21)
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- Free admission to all tech sessions and driving events

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Concours Information

Contact Steve Jekogian - stevejekogian1@gmail.com

Expected arrival date: 8/9 8/10 8/11 8/12

Will you need flea market space? Yes / No

Will you need regalia space? Yes / No

Will you need trailer parking? Yes / No



Registration Fees

\$40 if postmarked by June 1, 2017

\$75 if postmarked after June 1, 2017

Extra cars @ \$10 each

Extra adults (over 21) @ \$20 each

Thu 8/10 Wine Tasting

(limited to 100 people)

No. of adults @ \$5 each

Fri 8/11 Barbeque

No. of adults @ \$20 each

No. of children 4-12 @ \$10 each

No. of children under 4 No Charge

Sat 8/12 Awards Banquet

Adults @ \$40 each

Chicken Beef Fish Veg

Children 4-12 @ \$20 each

Chicken Beef Fish Veg

Children under 4 No Charge

Chicken Beef Fish Veg

Sat 8/12 Pizza Party

Children 4-10 @ \$10 each

Tricky Tray Auction Tickets - 7 for \$5

Concours Judging Fee @ \$120/car

Event Logo Golf Shirts @ \$28 each

Men's sizes

S M L XL 2XL 3XL

Women's sizes

S M L XL

Total Remittance (US)

ENCOUNTER 2017

AHSTC VALVE COVER RACING RULES & REGULATIONS

Introduction

Valve Cover racing at Encounter 2017 will be a fun event. The VCR event was introduced to the AHSTC by John Davies and continued by Jim Cox. The whole process is meant to be Fun and Fair while instilling a sense of competition among participants young and old.

Race car specifications are structured to keep the car design simple. The racing event will be judged according to a double elimination. When a VCR loses a race, that VCR will have the opportunity to race again. Once that VCR loses a second time they are eliminated from the competition. Practice runs will be permitted to allow modifications to be made prior to racing.

The competition will be set up with random pairings established at registration. Each race will be a head to head race. The first VCR crossing the finish line is the winner of that bracket race. There will be two categories of racers: **Junior** and **Senior** and two categories of VCRs: **Stock** and **Modified**. Each racer will compete within their own category. Prior to racing a VCR number will be assigned to each competitor at the time of registration and inspection. Any racer not meeting the stock specifications will be classed as modified. Racers will be allowed to choose lanes during bracket races.

A track has been built with a smooth transition from the track incline to the run-out section and is designed to minimize the amount of bounce when transitioning from the incline of the track to the run-out section. All VCRs must rest against the starting gate at the beginning of the race.

Decisions of the Chief Judge are final.

Valve Cover Races Sponsored by

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www.motorcar-garage.com

Valve Cover Racer Specifications

	Stock	Modified
VCR overall length (inches)	24	24
VCR width must fit inside track	yes	yes
Maximum overall weight (pounds)	12	
Maximum wheel diameter (inches)	6	Any
Number of wheels	4	Any
Number wheels contacting track surface	4	Any
Engines or propulsion from any power source	no	No
Rocker cover from British car engine	yes	Yes
Wheels must rest within starting gate	yes	Yes
No height limit	yes	Yes
No extensions beyond front base of racer	yes	

Valve Cover Racing Rules

All VCRs will be inspected prior to racing	yes	Yes
VCR adjustments permitted between races	yes	Yes
Number of VCRs per heat	2	2
Double loss in all races for elimination	yes	Yes
VCRs launched with forward most part on start line	yes	Yes
Two classes: Stock and Modified	yes	Yes
VCR disqualified if leaves lane during race	yes	Yes
Disputes resolved by Chief Judge	yes	Yes
First VCR crossing finish line wins heat	yes	Yes
VCRs must be registered prior to racing	yes	Yes
VCRs will receive registration number	yes	Yes
Junior (<12 yrs) and Senior (>12 yrs) classes	yes	Yes
VCRs may be shared	yes	Yes

Race Track Specifications

Incline length (feet)	8	8
Run-out length (feet)	8	8
Lane width (inches)	22	22
Incline height at start line (inches)	36	36
Starting line from rear edge of incline (inches)	24	24
VCR retaining device at start line	board	Board
Start mechanism	Manual	Manual
Guide rails between lanes	yes	Yes



WINE TASTING HOPEWELL VALLEY VINEYARDS



Encounter 2017 Activity

Your Encounter '17 hosts have arranged for a group wine tasting at The Hopewell Valley Vineyards in Pennington, NJ. (www.hopewellvalleyvineyards.com/) A mere 15 miles from the Westin, we'll take a scenic ride through the Jersey countryside (after all, it is the Garden State!) on Thursday afternoon to this award-winning winery. We will experience a relaxing, quaint and beautiful environment where we'll enjoy a tasting of six wines as explained by their expert staff.

The winery is dedicated to the creation of handcrafted wines by blending old world traditions (three generations of Tuscan winemaking) with new world flair (NJ ranks 5th in the nation in wine production). The total acreage cultivated for viticulture is 20 acres with another 55 acres being farmed or developed for viticulture. A number of grape varieties are grown here such as Pinot, Chardonnay, Barbera, Vidal Blanc, Chamboircin and others.

We will be sampling their wines in the Piano room which features a copper top bar, a brick oven, a dance floor, and access to the downstairs wine cellar. Our tasting is scheduled from 4PM to 5:30PM. Afterwards, you may depart and go to dinner on your own at local restaurants or stay and purchase dinner from the winery's light fare menu and Sicilian pizza. Also, Thursday nights at the winery feature jazz music from 6-9PM which you may enjoy if you wish.

Space at the winery for the tasting is limited to 100 people so you must make your reservations through your Encounter registration form. Your Encounter Committee created a special rate of \$5 per person so register early to be in the select group of 100!



EYE CANDY: HOW ME AND A 1961 AUSTIN HEALEY HEALED EACH OTHER

Reader Ron Postian was heartbroken when his first wife, the lover also of English cars, passed way. So he stashed hers in the garage, for decades, until his second wife gave him an ultimatum.



The car: 1961 Austin Healey Mark II 3000

The owner: Ron Postian, London Ont.

The story: My wife Nancy loved English cars. In 1964 she purchased a 1961 Austin Healey Mark II 3000 from an Air Force officer who bought it brand new while stationed in Germany, and had brought it back to Canada. Nancy had previously owned a 1954 Triumph TR2, purchased in 1958.

It was through cars that we'd met. I was driving to Cleveland House in Muskoka in a 1959 Mercedes Benz 190 SL — the two door sport convertible, a magnet for girls, especially if they are sports car nuts. We married nine months later, in 1960.

Our daughter Pam arrived in 1961. Because of business requirements we got a station wagon. It didn't help that there was a dearth of mechanics with knowledge of English cars, creating operational problems.

But Nancy loved them. We had a total of 8 Jaguars during her lifetime. In the early Sixties we got a 1959 MG Twin Cam. We found the '61 Healey via some friends, and that car really got us into it. We drove everywhere: Muskoka, Ottawa, Quebec's Eastern Townships.

It had approximately 85,000 miles (137,000 kilometres) on it when Nancy died. Lacking the desire to drive it, and affected by the memories, I stored the car from 1988 to 2012 — 24 years. I'd driven it into the garage, turned the engine off, locked the doors and covered it.



Mission accomplished. From left, Clinton Body Shop restoration crew Robert Smith, Korey McKinnon, and Devon Kiss.

At some point my second wife, Sue, delivered an ultimatum: she insisted I either sell the Healey, or drive it. I pumped up the tires, occasionally uncovered the car, and sat down remembering. A number of people were interested in purchasing, but I just couldn't part with it.

So I located the keys, in the garage, and took a closer look. The spokes were broken away from the steering wheel. The rear end, where the battery is stored, had rusted through. The rubber throughout had deteriorated. The wheels wouldn't turn, as the brakes had seized. The folding vinyl top seemed okay, but stubborn.

Sue, who's not a sport car enthusiast, suggested I start working on the engine and body.

But believe me, I am not a mechanic or body man. So I reached for my cellphone and called a restoration shop in Clinton, Ont., that my neighbour recommended. A few days later the Austin Healey Mark II 3000 was taken away on a flatbed truck.

"I'm back into it. Along with my Healey, I have healed."

From time to time I'd drive the 50 kilometres to watch the fellows slowly restore her. Thousands of dollars later it was on to a mechanic, Auto Farm Ltd. Austin Healey in Monkton. And then a transmission shop. Until one glorious day it was time to once again start enjoying.

Recently I purchased a horn assembly combination, with turning signals, from England. A sign I'm back into it. The signal that, along with my Healey, I have healed.



"I'm back into it. Along with my Healey, I have healed."



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Parts • Service
Restoration for 100-4 to 3000 Mark III

Bruce and Inan Phillips

WHAT'S THAT YOU SAY? ANSWERS

BELOW IS A LIST OF TERMS USED IN THE UNITED KINGDOM RELATED TO PARTS AND FUNCTIONS OF THE AUTOMOBILE. SEE IF YOU CAN CORRECTLY MATCH THEM WITH THE AMERICAN TERMS BY PLACING THE CORRECT ANSWER, BY NUMBER, IN THE SPACES PROVIDED. THE WINNER WILL BE DETERMINED BY THE LEAST AMOUNT OF INCORRECT ANSWERS. GOOD LUCK! (P.S. EACH OF THE NUMBERS WILL BE USED ONLY ONCE).

CONTROL BOX	<u>43</u>	TRACK ROD	<u>27</u>
BONNET	<u>6</u>	BOOT	<u>20</u>
RENEW	<u>12/50</u>	WING	<u>42</u>
NAVE PLATE	<u>45</u>	BACKLIGHT	<u>25</u>
SCUTTLE	<u>65</u>	WINDSCREEN	<u>44</u>
GEAR BOX	<u>2</u>	DYNAMO	<u>62</u>
COMMISSION NUMBER	<u>1</u>	STUB AXLE	<u>22</u>
PETROL PUMP	<u>47</u>	PROPELLER SHAFT	<u>23</u>
WHISH BONES	<u>4</u>	GUDGEON PIN	<u>46</u>
INLET VALVE	<u>3</u>	OIL SUMP	<u>8</u>
INDUCTION MANIFOLD	<u>24</u>	CORE PLUG	<u>49</u>
SILENCER	<u>5</u>	NEAR SIDE	<u>26</u>
FAR SIDE	<u>7/48</u>	OFF SIDE	<u>7/48</u>
DAMPERS	<u>11</u>	RUNNING IN	<u>10</u>
HYDRAULIC PIPE	<u>28</u>	TOP UP	<u>29</u>
TYRE	<u>51</u>	SPARKING PLUG	<u>30</u>
SEDIMENT BOWL	<u>35</u>	REFIT	<u>12/50</u>
WHEEL INTERCHANGING	<u>52</u>	HOOD	<u>21</u>
TAPPETS	<u>9</u>	ROCKER BOX	<u>53</u>
DRIVEN PLATE	<u>55</u>	CLUTCH COVER	<u>32</u>
RELEASE BEARING	<u>13</u>	SPIDER & CUPS	<u>54</u>
BRAKE DISC	<u>31</u>	SPIGOT BEARING	<u>34</u>
SELECTOR FORK	<u>64</u>	LAY SHAFT	<u>57</u>
SYNCHRO CONE	<u>56</u>	CROWN WHEEL	<u>33</u>
SUN WHEEL	<u>14</u>	SPANNER	<u>36</u>
CARBURETTER CHOKE	<u>63</u>	SQUAB	<u>19</u>
SLOW RUNNING JET	<u>16</u>	DIPPER SWITCH	<u>37</u>
VOLUME CONTROL SCREW	<u>39</u>	TRAFFICATOR	<u>58</u>
TRACK ADJUSTMENT	<u>59</u>	BRAKE SERVO	<u>38</u>
RELAY LEVER	<u>61</u>	THROWER RING	<u>60</u>
COTTERS	<u>15</u>	SPLIT PIN	<u>41</u>
SPRING WASHER	<u>18</u>	FACIA PANEL	<u>40</u>
GEARBOX COWL	<u>17</u>		

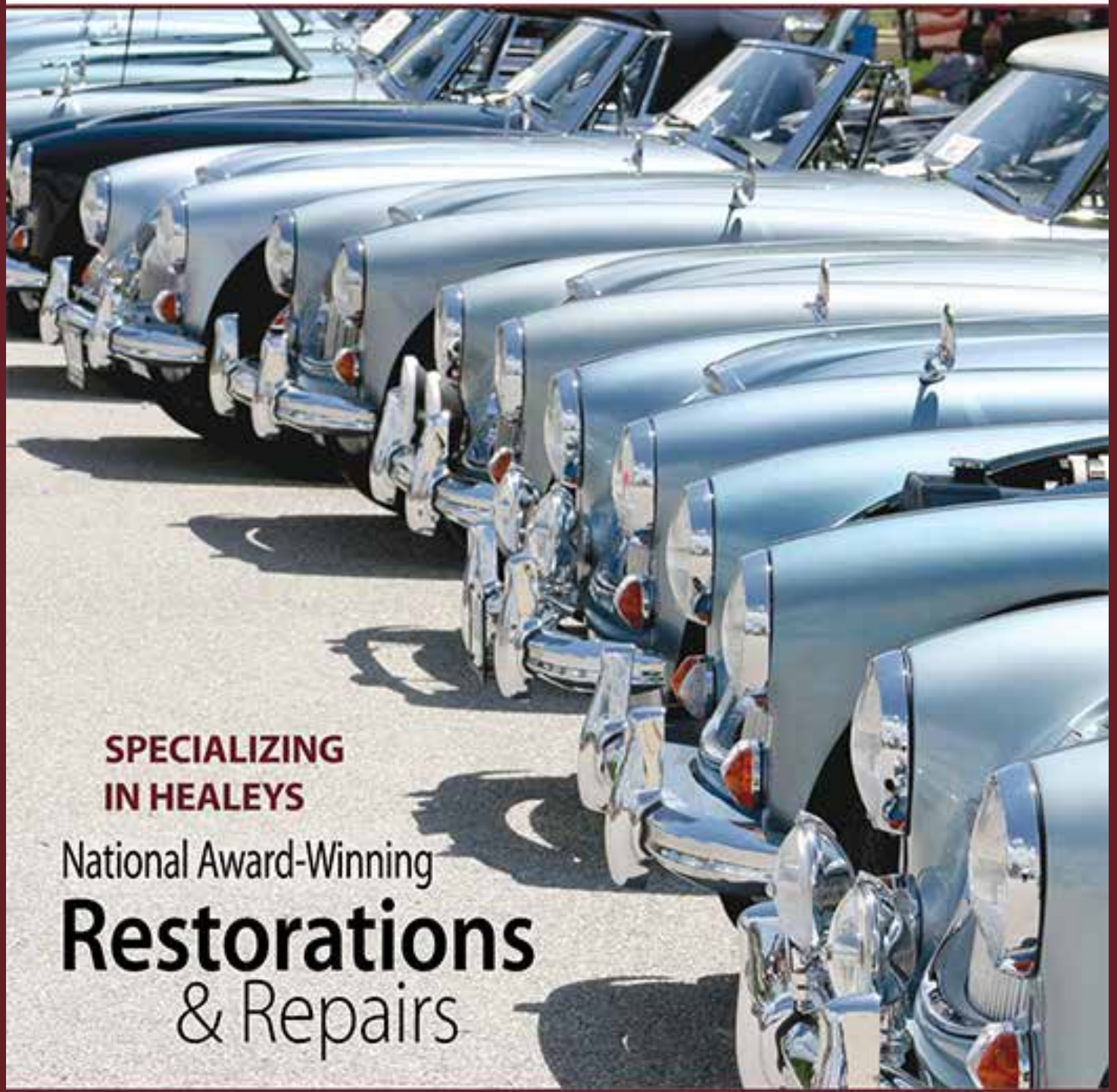
- | | | |
|------------------------|-------------------------|----------------------|
| 1. VIN NUMBER | 2. TRANSMISSION | 3. INTAKE VALVE |
| 4. A FRAMES | 5. MUFFLER | 6. HOOD |
| 7. RIGHT SIDE | 8. OIL PAN | 9. LIFTERS |
| 10. BREAK IN | 11. SHOCKS | 12. REPLACE |
| 13. THROW OUT BEARING | 14. DIFFERENTIAL GEAR | 15. VALVE KEEPERS |
| 16. IDLE SET | 17. TRANSMISSION TUNNEL | 18. LOCK WASHER |
| 19. SEAT BACK | 20. TRUNK | 21. ROOF |
| 22. STEERING KNUCKLE | 23. DRIVE SHAFT | 24. INTAKE MANIFOLD |
| 25. REAR WINDOW | 26. LEFT SIDE | 27. TIE ROD |
| 28. BRAKE LINE | 29. FILL | 30. SPARK PLUG |
| 31. ROTOR | 32. PRESSURE PLATE | 33. RING GEAR |
| 34. PILOT BUSHING | 35. FUEL BOWL | 36. WRENCH |
| 37. HEADLIGHT DIMMER | 38. POWER BOOSTER | 39. MIXTURE ADJUSTER |
| 40. DASHBOARD | 41. COTTER PIN | 42. FENDER |
| 43. VOLTAGE REGULATOR | 44. WINDSHIELD | 45. HUB CAP |
| 46. PISTON PIN | 47. FUEL PUMP | 48. RIGHT SIDE |
| 49. FREEZE OUT PLUG | 50. REPLACE | 51. TIRE |
| 52. TIRE ROTATION | 53. VALVE COVER | 54. U-JOINT |
| 55. CLUTCH DISC | 56. SYNCHRONIZING RING | 57. COUNTER SHAFT |
| 58. TURN SIGNAL SWITCH | 59. FRONT END ALIGNMENT | 60. OIL SLINGER |
| 61. IDLER ARM | 62. GENERATOR | 63. CARB VENTURI |
| 64. SHIFT FORK | 65. FIREWALL | |



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MEMBERS CORNER

By Rick Brodeur

We have a new member this month.

Philadelphia; **Ed Sweeney, Perkasie, PA**

It's membership renewal time. Member renewals are due by March 31st. You should have received your membership renewal form by the time you read this article if you are due for renewal. If you didn't receive a form then you are probably paid up for multiple years. Feel free to contact me if you want to verify your membership. Please take the time to renew now so you don't get any reminders. Follow-up reminders will go out via an email reminder toward the end of the month.

Our member lists are available to any member just for the asking. Each Region President has a copy that can be distributed or I can send out a copy to any member who requests one. My email address for the Club is membership@austin-healey-stc.org. If you have any questions about your membership please contact me. Contacting me is the quickest way to solve a membership problem. My phone number and email address are on the inside front page of the Flash and also on the web site.

WEBSITE INFORMATION

The new calendar of events for 2017 should be up on the website soon. Regional event pages are being filled in and are for members only with a website login. We'll do our best to keep these calendars up to date. If you know of an event not listed, please send it to me at membership@austin-healey-stc.org and I'll see that it is posted.

If you haven't signed up to the website you should so you can get access to member-only content. When you sign up on the website as a member I'll get an email. Within a day or two I'll verify you're a member and authorize access to the member only area which includes the current and past Flash newsletters.

When you log in to the site you will be at your 'Profile' page. Here you can add information about yourself, change password, etc.

From there you go to the website by clicking on 'The Austin Healey Sports & Touring C...' in the grey bar at the top of the page.



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AUSTRALIA'S AUSTIN HEALEY 6000s

Article and images provided by Kim & Chaz de Bourbon

Illustrating Kilmartin Automotive Sheetmetal's love of the Austin-Healey are two special projects in this Australian shop, both Healey "6000" concept cars.

One of these beauties, a 1967 BJ8 "restomod" built by part-time worker John Strick, was finished in 2015 and is on the road being shown.

The other, Greg Kilmartin's BJ7, is up on stands front and center in the shop, very much a work in progress.

"We like to think this is how Donald Healey would have progressed the car," says general foreman Gordon Hicks. "It's not just a Frankenstein of a car, and there are only two like it."

The projects began around 10 years ago, when John and Greg got started on the two purpose-built highly modified Healeys. "It had long been a regular topic of conversation between us, with various ideas being bandied around," Greg writes on the company website kas-kilmartin.com.au.

"The common ground we shared was that the body should be as close as possible and practical to the original body, with only subtle changes," Greg says. "In our opinion this is the most endearing point of a Healey and the reason behind not just simply going out and purchasing the latest Alpha Sports car."

"The lines and ageless styling of the Healey body are yet to be surpassed, however after 50 years it was considered that other areas of the car could be improved to take the car closer to current motoring expectations."

Among the goals for the concept 6000s:

- Modern power plant, increased power
- Chassis and drive train to handle increased power
- Good brakes
- Improved handling
- Air conditioning, improved cockpit comfort

Details can be found in Greg's detailed writeup on the Kilmartin website, but here are the highlights of John Stick's finished "Healey 6000":

Engine: Chevy L98 6-liter aluminum small block, 500 hp





Cooling system: Custom aluminum crossflow radiator

Fuel system: Computer-controlled fuel injection

Chassis: Custom built, including KAS "V" webbed chassis rails, beefed up outriggers, cross members, rear hoop/cage to accept the rear coil-over setup, extra cross brace under the sump of the motor.

Transmission: Six-speed T56 Tremec gearbox fitted with Camaro extension housings to place gearshift as close to original as possible, and short-shifted.

Rear suspension: 5-link, fully adjustable coil-over shocks, Ford 9-inch limited slip differential with lightweight center

Front suspension: Fully adjustable top and lower wishbone, adjustable coil-over shocks.

Steering: Subaru rack and Triumph collapsible column.

Brakes: Ford Falcon XR8 brakes with twin diaphragm booster.

Wheels: Custom 17-inch Dragway alloy rims with Yokohama performance tires, 8-inch wide in the front and 9-inch in the rear.

"There are only a handful of parts that will interchange with a standard Healey," John told "Unique Cars" magazine



in an interview last year.

“We would like to think we have come some way in bridging the gap of a mid-60s sports car with a current sports car,” Greg says.

Among the improvements to driver and passenger comfort was providing more room in the cockpit by moving the dashboard and steering wheel forward about 3 inches and adding making the footwell 2 inches wider by offsetting the inner sill from the A pillar outwards.

Mechanically, John’s BJ8 and Greg’s still-in-the-works BJ7 are identical, Greg says. Most of the changes that his car will have are cosmetic, plus some of interior alterations will be different due to the cars being different models.



For instance, in Greg’s BJ7, the dashboard and steering wheel have been moved forward 2½ inches to facilitate a more natural driving position.

“This meant shortening the length of the rear of the scuttle/shroud assembly, and this in turn required the dashboard to be widened by approximately 2 inches by cutting the dashboard vertically through the center and welding in a new formed up piece,” Greg says.

“At the same time, I cut across the dashboard in a horizontal direction above where the heater control panel fits and added a three-quarter-inch strip of aluminum to fit gauges in this area.”

He’s also made up a new heater/air conditioning control panel to fit the new wider cut out in the dashboard.

Greg’s car has 17-inch Halibrand lookalike wheels — 8-inch wide on the front, 9-inch wide on the rear.

Another difference is the steering wheel — Greg’s car has a leatherbound Mota Lita.

“Bodywise, my car has the exhausts exiting from under the rear fenders, and will only have one quick-release fuel filler,” Greg says. “I still haven’t decided on a body and interior color, but wish I was at a stage where I had to!”

Greg reiterates the thought that the Kilmartin Austin-Healey “6000” is a modernized car that would make Mr. Healey proud.

“OK, it may not have ABS, stability control, etc., however it is a modern ‘drivers’ car with performance to match anything on offer today,” Greg says. “And maybe, dare we say — would have raised a twinkle in Donald’s eyes if he were still alive today.”



In my November Flash article I promised to write about attending The Austin-Healey Club of America's November Delegate Meeting in Indianapolis. Well I missed the deadline for the January Flash and I sit here now writing this article for what will be a late submission for February!

Fred Dabney, the President of the AHCA invited me to attend their delegates meeting last November so that I would have the opportunity to see the inner workings of the National Club. After discussion with our Board, it was decided that I should attend as a representative of AHSTC for the purpose of learning about aspects of the national club that could be applied to AHSTC. The Club of America paid my airfare and expenses during my stay November 4th through the 6th.

If anyone is unfamiliar with the Club of America, it is the largest of the three independent Austin-Healey Clubs in the United States and Canada. They have over 3,000 members organized in one of 47 chapters located throughout the USA and Canada. Most of the 3,000 members belong to a chapter although there are approximately 486 who are considered national members and as such they are not affiliated with a regional/local group. As discussed during the meeting they experience approximately 200-300 in turn over throughout the year but have managed to remain stable with 3,000 members over the past several years.

The AHCA delegate meeting is held every year and is structured not only for governance, national officer elections and fiscal and budgetary planning of the club but also to deal with issues regarding the promotion and preservation of the Austin-Healey marque. All attending delegates give brief reports highlighting their chapter's local events, membership development and fiscal condition.

This year's meeting began with a moment of silence to honor the passing of Baird Foster earlier in the year. Baird was a very active member of The Club of America and Sports and Touring Club, his contributions and camaraderie will be sorely missed.

The business portion of the meeting started with a report from the Club's Treasurer. AHCA's major expense is their monthly newsletter magazine The Healey Marque. The delegates approved an annual budget of approximately \$192,000. Of that amount, The Healey Marque magazine design, printing, postage, editor salary and travel accounts for approximately 60% of the approved budget [\$115,000]. The printed membership directory every member receives is budgeted at an additional \$15,000. The remaining budget cost items range from insurance to driving awards. In addition to the national budget each chapter has its own treasury that can, according to the delegates, vary from \$1,600 to \$37,000 depending on chapter size and participation.

The AHCA is updating their web site, offering free badges to members and currently undertaking the identification and digital recording of the Club's

history and important documents.

They have established a three-year staggered terms for numerous leadership positions including President, V.P. of Club Support, V.P. of Conclave, Treasurer, Secretary, Web Site, Membership, Promotions, Healey Marque Editor, Regalia, Safety/SEMA Liaison, and other various officers totaling approximately twenty board members.

The AHCA has a yearly meet known as Conclave that moves to various locations throughout the US and Canada. These are normally planned several years in advance. In the past various chapters competed for the opportunity to host. The desire to host Conclave has diminished over the years to the point where the executive committee has organized several of the past meets in order to carry on the tradition. The club has currently formed a committee to review alternatives that include changing the time of year for the event that has been historically hosted during the month of June. This group will also evaluate changing Conclave from an annual meet to a less frequent event or creating a multi-chapter event. They will report back to the group about their findings at a future delegates meeting.

The AHCA has nine qualified regional events: September Round-up, Spring Thing, Texas Round-up, Southeast Classic, Summit, Rendezvous, California Healey Week, Northwest Healey Meet and Fall Wind-up. These have become mini-Conclaves and may be affecting attendance of their yearly meet. This year's Conclave will be hosted by three of the Texas chapters in Waco Texas, June 9th through the 14th.

The meeting ended with elections. Fred Dabney's term as President is at an end and the delegates elected Vice President of Club Support, Gary Feldman as their new President. Incumbents retained most of the existing positions. Bruce Gearns was elected to fill Gary's vacancy at Club Support. Both Gary and Bruce are regular Encounter attendees and both are members of Sport & Touring.

You might see the similarities between our two clubs after reading this article; we are struggling with many of the same issues. The only real difference is the scale of the two organizations. Although we are about a tenth of their size we have similar issues regarding membership, hosting and attendance of our meet, Encounter, as well as budgetary constraints. Our greatest cost is still the production of our newsletter The Flash. We recently transitioned from print media to a digital magazine in order to contain costs and to avoid increasing our dues. We also have the additional problem of attracting members for leadership positions. We are always looking for volunteers to be on the board, become Regional Presidents and host Encounters. We all experience the ebb and flow of our lives and our time fills with many things we need to do versus the things that we would like to do. Believe it or not many of your club's leaders do not necessarily love the work associated with running the club. Many perform these functions as a way of giving back and thanking everyone in the group for their camaraderie and enjoyment that our club and members provide. If you would like to volunteer, please send me an email or speak with your Regional President. You might be surprised to learn it doesn't take as much time as you imagine and you might even enjoy the people you meet!

I enjoyed meeting all of the Healey enthusiasts attending the Delegate Meeting and I would specially like to thank Fred Dabney for inviting me. I made new Austin-Healey friends and in the end isn't that what this is all about?



For Sale / Wanted

1958 Austin Healey Mark I – AN5 for Sale \$25,000

For someone looking for a Austin Healey AN5 Bug Eye Sprite this is the car for you. This Olde English White car HAN5-L/2149 has all of the upgrades one could want. This Arizona car was restored by Sport & Specialty, Durand, IL. The Victoria British wiring and interior (red) were installed by the previous owner. Since I have owned the car additional parts were purchased to complete the restoration. This work as well as routine repairs and maintenance have been performed by K&T Vintage Sports Cars.

The car has the following:

- Restored 1275 cc engine. (Less than 1,000 miles)
- Rivergate 5 speed conversion kit for Nissan transmission.
- Front wheel disc brakes.
- Wire wheels.
- Moto-Lito steering wheel.
- New convertible black top.
- New side curtains with bag
- British Motor Industry Heritage Trust Certificate.
- Air pump, tool kit and shop manual.
- California car cover.
- Pennsylvania Title
- Before and after restoration pictures and invoices.

The car runs great. Additional pictures are available upon request. Contact me at 610-867-6955 or e mail me at agkunkle@aol.com.

In the most recent issue of Sports Car Market Pocket Price Guide the median value of a Sprite Mk I (Bugeye/Frogeye is \$20,700 and the high sale \$48,400.

Call Gerry Kunkle 610 867 6955 or e mail him at agkunkle@aol.com.



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Wanted

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The Austin-Healey Sports & Touring Club

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<http://www.austin-healey-stc.org>

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Year Serial Number

Member Information

____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____	Primary Phone _____ - _____
____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____	Alternate Phone _____ - _____
____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____	<u>Email</u> _____
____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____	Other Healey Club(s):
____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____	<input type="checkbox"/> AHC USA
6 7 H B J 8 L 3 4 5 6 7	<input type="checkbox"/> AHC of America
(Example for a 1967 3000 MK3)	<input type="checkbox"/> Other _____
	Occupation _____

Region you'd like to join? Harrisburg Lehigh Valley Philadelphia North Jersey Brandywine Long Island

How did you hear about AHSTC? _____

When Healey-Related organizations request our mailing list, can we include your name? YES NO

Can we include your address and phone in membership lists distributed to our general membership? YES NO

Membership includes a subscription to the FLASH, our monthly newsletter. **We send out our newsletter via email** Monthly except for December. Members with email addresses will receive a link to download the Flash each month. If you don't have email, let your Region President know so arrangements can be made for you to obtain the Flash.

Members may place non-commercial classified ads, free of charge. Our membership year runs from April 1 through March 31. Dues are \$30.00 per year, \$15 if joining after September 30. For your convenience you can join for multiple years, just add \$30.00 for each additional year.

If there is a particular need that you think the club can help you with, make some notes below (or include a note) and we'll try to get you in contact with someone who may be able to assist.

If you have questions about AHSTC, contact the Membership Coordinator, Rick Brodeur at 215-536-6912 or info@austin-healey-stc.org

ENCLOSE YOUR CHECK PAYABLE TO "AHSTC"
MAIL TO: AHSTC 309 EAST BROAD ST. QUAKERTOWN PA 18951-1703

PRINT THIS PAGE

Directory

CORPORATE PRESIDENT

Ray Donovan
215-699-8355

president@ahstc.org

CORPORATE MEMBERSHIP

Rick Brodeur
215-536-6912

membership@austin-healey-stc.org

CORPORATE SECRETARY

Del Border
717-235-1086

delborder@comcast.net

HARRISBURG REGION

President

Joe Spear
717-272-8343

bjspear1@verizon.net

Editors

Fred Bennett
(717) 635-8083

Quitewaterpaddler@gmail.com

Meetings

3rd Tuesday, 6:30PM

Watch E-Flash
for Location

LEHIGH VALLEY REGION

President

Ken Beck

kenbeck@rcn.com

Editor

Ken Beck

kenbeck@rcn.com

Meetings

3rd Monday

Watch E-Flash
for Location

PHILADELPHIA REGION

President

John Heffron
215-300-4023

john.heffron@hotmail.com

Editor

Randy Alkins
215-343-2785

randyalkins@gmail.com

Meetings

3rd Monday, 7pm

Metropolitan DIner

BRANDYWINE REGION

President

Chuck Ott
302-378-7287

chucknsueo@yahoo.com

Editor

Ernie Lesser
410-398-7308

ernstleser@verizon.net

Meetings

Watch E-Flash for Date,
Time & Location

NORTH JERSEY REGION

President

Steve Feld
973-206-1973

stevenergy@optonline.net

Editor

George Crombie
908-243-0693

george_crombi@yahoo.com

Meetings

Watch E-Flash for Date,
Time & Location

LONG ISLAND REGION

President

Paul Parfrey
718-353-8138

workshealey@aol.com

Editor

Paul Parfrey
718-353-8138

workshealey@aol.com

Meetings

Watch E-Flash for Date,
Time & Location



CONTRIBUTIONS

AHSTC encourages the submission of articles to the Editor for publication. There is no restriction on content, other than it should be of interest to the readership and Healey related.

MEMBERSHIP & SUBSCRIPTIONS

The AHSTC is a non-profit, Pennsylvania corporation dedicated to the preservation of the Austin Healey marque. Contact Rick Brodeur or a region president to inquire on membership.

ADVERTISEMENTS

25 word, non-commercial classified ads run for 3 months and are free to members. Non-member classified rates are \$0.20 per word. Commercial Advertisers please contact Bob Snyder at 610-216-7787 or rjs1@desales.edu

NEWSLETTER DEADLINE

Contributions & advertising must be received by the editor prior to the 25th of each month for inclusion in the following month's issue.

CONTRIBUTING EDITORS

Send contributions and ads to Steve Jekogian stevejekogian1@gmail.com

DISCLAIMER:

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